

## AMENDMENTS TO THE SPECIFICATION

Please insert the following heading and paragraph before the paragraph beginning at page 1 line 4 :

-- Related Applications

This application is a 35 U.S.C. 371 national phase application of PCT Application Serial Number PCT/JP2004/016892, filed 08 November 2004, which claims priority to Japanese Application No. 2003-399874, filed 28 November 2003. Each of these applications is herein incorporated in its entirety by reference. --

Please insert the following heading before the paragraph beginning at page 2 line 26 :

-- Summary of the Invention--

Please delete the heading beginning at page 3, line 16 :

-- ~~Disclosure of the Invention~~ --

Please replace the paragraph beginning at page 3, line 17 \_\_\_\_\_, with the following rewritten paragraph:

-- According to the vehicle shock absorber of one embodiment of the present invention, a uniform shock absorbing property can be obtained in all of positions of the shock receiving surface, and especially if a distance from a lower end of a recessed groove in a first wall to a second wall is made equal to a distance from the lower end of the recessed groove in the first wall to a lower end of the recessed groove in the second wall, a further uniform shock absorbing property can be obtained.--

Please replace the heading beginning at page 5, line 26 \_\_\_\_\_, with the following rewritten heading:

-- ~~Best Mode for Carrying Out the Invention~~ Detailed Description --

Please replace the paragraph beginning at page 8, line 1 \_\_\_\_\_, with the following rewritten paragraph:

-- In one embodiment, it is preferable that the recessed grooves 5 and 6 are of semi-arc shape, but the grooves can be formed longer in accordance with a shape of the vehicle shock absorber 1. In addition, although the recessed grooves 5 and 6 are formed by walls which are substantially perpendicular to the shock receiving surface 4, a stable shock absorbing property can be obtained by inclining lower ends of the recessed grooves 5 and 6 with respect to the shock receiving surface 4. In one embodiment an A-preferable inclination angle is 3 to 10°.--

Please replace the paragraph beginning at page 8, line 10, with the following rewritten paragraph:

-- The vehicle shock absorber 1 is made of resin which can be blow-molded. ~~Preferable~~ [[r]]Resin is may be thermoplastic plastic having bending elastic modulus in the range of 800 to 2500 MPa. Polypropylene, polyethylene, polymer alloy having polypropylene or polyethylene as basic material, or polyolefin-based resin such as blended material is preferable.--

Please replace the paragraph beginning at page 8, line 16, with the following rewritten paragraph:

-- As shown in Figs. 4 and 5, the vehicle shock absorber 1 is in one embodiment blow-molded. That is, reference symbols 13 represent a pair of split type molds, reference symbols 14 represent cavities, a reference symbol 15 represents a recessed groove forming portion, a reference symbol 17 represents an extrusion head, and a reference symbol 18 represents a parison. As shown in Fig. 4, the parison 18 is disposed between the pair of split type molds 13 and 13, and the molds are closed and blow-molding is carried out as shown in Fig. 5.--